

Appendix E – Strategy Objectives from Stakeholder Workshop



The objectives listed below present the strategy objectives developed in the stakeholder workshop on 28 January 2008. The workshop was attended by:

- Eric Whitfield (Transit NZ);
- Graham Taylor (Transit NZ);
- Peter Knight (Kapiti Coast District Council);
- Jo Hewitt (Greater Wellington Regional Council);
- Angus Gabara (Greater Wellington Regional Council);
- Rhonna Hewitt (Greater Wellington Regional Council);
- James Wilcox (LTNZ);
- Ian Hunter (LTNZ);
- David Gordon (OnTrack).

The potential strategy elements below are listed under headings developed during the workshop. "The objectives of the SH1 strategy are to....."

COHERENT / INTEGRATED TRANSPORT NETWORK

- Develop the transport network so that all travel modes are mutually supportive and complementary
- **Transport solutions are balanced and do not favour one mode over another**
- **Increase the availability and attractiveness of non-car forms of travel**
- Encourage sustainable travel
- **Maximise the uptake of and provide for active forms of travel**
- **Enhance and maintain local connections**
- **Enhance and maintain social connections between the eastern and western sides of the District**
- Reduce severance caused by SH1 and the Railway
- Enhance access to education, employment, services and leisure facilities
- **Improve the safety of the transport network**
- **Improve the efficiency of the transport network**
- Reduce traffic congestion or agree to acceptable levels of congestion
- Develop a road network that is less susceptible to traffic incidents (i.e. Network Resilience)
- Improve the reliability of the transport network
- **Co-ordinate the development of the road network with development of the district and other transport infrastructure**
- **Encourage travel to rail stations using local bus services**
- **Enable park and ride use of rail services**

FUTURE PROOFING

- **Provide for the long term**
- Cater, as much as possible, for unknown future conditions (adaptability / flexibility)

CULTURAL

- maintain historic connections
- avoid impacts upon local historic heritage buildings

ECONOMIC BENEFITS

- enable land use that will bring economic benefits for the district
- enable sustainable population growth
- **Provide for efficient access to transport hubs (e.g. ports, airport etc)**

ENVIRONMENTAL

- Reduce or maintain the negative impacts of transport on:
 - air quality
 - noise
 - **transport related CO₂ emissions**
 - **public amenity**

URBAN FORM

- Increase the lengths of shop frontages that have high levels of interaction between pedestrians, motorists and other forms of travel (active edges)
- **Increase accessibility**
- Encourage development patterns that encourage the uptake of passenger transport and active travel modes
- Reduce the numbers of properties that are accessed directly from State Highway 1